Hsining and Urumchi. It should not be overlooked, however, that caravan routes (or dirt roads) were still the main auxiliaries to highway and railway transportation.

In the construction of highways in wartime, emphasis had been laid on building, renovating, and maintaining international lines in order to link the interior provinces with foreign countries. A good example in the Northwest was the 2,674 kilometer highway from Lanchow via Hsin-hsin-chia and Urumchi to Hocheng on the Sino-Soviet border. In addition, the following are among the more important highways built in this region during the war:

1. Han-chung-Pai-ho Highway: This 533-kilometer highway was an important motor-road link between southern Shensi and northern Hupei.

2. T'ien-shui-Shuang-shih-pu Highway: This line of 231 kilometers, from T'ien-shui in southeastern Kansu to Shuang-shih-pu in southwestern Shensi, formed junctions with the Sian-Lanchow and Szechwan-Shensi Highways.

3. A line of 1334 kilometers, linking Ansi in Kansu and Kurle in Sinkiang via Tun-huang, was planned in 1942. Between November, 1942, and 1943 the 479 kilometer section from Kurle to Nochiang was completed. Further construction plans were suspended.

To cope with the rapidly growing transportation demands, the Nationalist Government had constructed, in 1946, seventy-nine New Life Movement Service Stations along the 2,200 kilometer highway from Kuang-yüan in Szechwan to Chiu-chuan in Kansu, in order to facilitate the movement of migrants from the interior provinces to the frontier area. This kind of station was divided into four classes: the special first class which furnished room and board, medical and postal services and caravan equipment; the special second class, without medical and postal services; general first and general second classes offered much less service. This service was designed to provide travellers with a feeling of security and hence aid the government in its policy of a movement to the Northwest.

C. Inland Waterway Navigation:

Rivers in the Northwest were not very serviceable. The upper stretch of the Yellow River from Chung-wei to Pao-t'ou in the Inner Mongolia Autonomous Region was navigable, especially for a distance of about 100 kilometers around Shih-tsuei-shan, where a steamer line was opened for traffic. The passages from Lanchou northward to Chung-wei and westward to Hsining were navigable only with ox-hide or sheepskin rafts. In Shensi province, both the Wei and Han Rivers were navigable with boats (not steamers) starting from Hsing-ping and Mien-hsien respectively. In Sinkiang, on the upper stretch of the Tarim River, native boats and wooden rafts were used while the Irtych River, starting at

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Cheng-hua via Burchun crossing the Soviet border to Ozero Zaisan, was navigable from April to November. It is reported that steamers under 500 tons were able to sail along its lower course.

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D. Civil Aviation

Civil airlines were initiated in 1924, the first route running from Sian via Lanchow, Hami to Urumchi. A north branch line was created from Lanchow via Yin-chuan (Ninghsia) to Pao-t'ou with a south branch line from Sian via Han-chung and Chengtu to Chungking. After 1932, a new line was inaugurated from Shanghai via Nanking and Lanchou to Urumchi. In 1935, an aviation station was established at Tah-cheng on the Sinkiang border in accord with the Sino-Soviet civil air aviation agreement to improve postal service between the two countries. However, some of the air lines were changed during the war. The Chungking-Han-chung-Paoki line of 530 kilometers was inaugurated in January, 1945, thus eliminating Sian as a regular port of call. The 1995 kilometer Chungking-Lanchow-Chiu-chuan-Hami line resumed its run in March, 1945, by extending the original Chungking-Lanchou line to Hami by way of Chiu-chuan. (The Sian-Lanchou -Urumchi line was no longer a regular line during the war.) Thus within Free China, regular air lines were focussed at Chungking. In addition, planes might be chartered, if necessary, for places like Sian, T'ien-shui, Hsining and Ninghsia which were not stops of the regular lines. Ma Hung-k'uei, the governor of Ninghsia, in order to maintain the seclusion of his province, obstructed regular calls at Ninghsia.

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III. Communication Development under the Communist Regime

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A. Railway Building and Planning

1. T'ien-shui-Lanchou Railway: This 346 kilometer section was the extension of the Lunghai Railway which had already been in existence prior to 1949 from Lien-yün via Cheng-chou, Loyang, Sian and Paoki to T'ien-shui. Construction on the T'ien-shui-Lanchou line was begun in 1950 and completed in October, 1952. It links the Lunghai with the Lanchou-Sinkiang Railway. However, according to a Nationalist report, twenty-seven per cent of the construction work on this section had been done during 1947. Another source indicated that in August, 1947, the T'ien-shui-Lanchou section was under construction. (von Lochow, H. J., China's National Railways, p. 77.)

2. Lanchou-Sinkiang Railway: The Communist laid great stress on the project of running a line westward from Lanchou via Yü-men and Hami to Urumchi in Sinkiang for a distance of about 2800 kilometers. Construction was initiated at Lanchou on